

CHAPTER 4

NEIGHBORHOOD CENTERS RECOMMENDATIONS

4.1 INTRODUCTION

As described in Chapter 3: Area-wide Recommendations, it is envisioned that eleven Neighborhood Centers be developed in the Central Study Area. These are as follows:

1. Santa Fe Avenue at Willard Street Neighborhood Center
2. **Willow Street at Santa Fe Avenue Neighborhood Center**
3. Willow Street at Magnolia Avenue Neighborhood Center
4. **Pacific Avenue at 20th Street Neighborhood Center**
5. Atlantic Avenue at Hill Street Neighborhood Center
6. **Pacific Coast Highway at Orange Avenue Neighborhood Center**
7. **West Anaheim Street at Cedar Avenue Neighborhood Center**
8. **East Anaheim Street at Gundry Avenue Neighborhood Center**
9. East Anaheim Street at Redondo Avenue Neighborhood Center
10. West 4th Street at Maine Avenue Neighborhood Center
11. **East 7th Street at Orange Avenue Neighborhood Center**

Six of these centers indicated in bold in the above list, have been studied in greater detail in this chapter. In addition to the Neighborhood Centers, one of the Transit-oriented District on Long Beach Boulevard between PCH and Hill Street has been studied.

The proposed uses for these Neighborhood Centers are based on building upon the existing uses and redirecting future development to critical sites that are currently vacant or underutilized. The long-term goal of the Strategic Guide is to focus the uses in these Centers to neighborhood-related and pedestrian-oriented uses that form a synergy with residential, institutional uses and open space. These uses would include mixed-use development that combines retail and/or office uses with residential uses, and are an important element that can bring additional vitality to these Centers.

The next phase of this project, the Strategic Guide will address short and long-term strategies for implementing these recommendations. At that time, critical projects that would jump-start the revitalization will also be identified. Proposed strategies will include zoning changes, creation of maintenance and parking districts, and coordination with the Police Department regarding enhanced security procedures, among others.

4.2 WILLOW STREET NEIGHBORHOOD CENTER

A. EXISTING CONDITIONS

The Santa Fe/Willow Neighborhood Center is located on Willow Street, just east of Santa Fe Avenue, at the border between the Westside and Upper Westside neighborhoods. Delta Avenue marks the eastern limits of the Neighborhood Center while Santa Fe Avenue forms the western edge.

Land Use

The existing land uses within this Neighborhood Center are generally neighborhood-oriented retail and office uses, institutional and religious uses, and multifamily housing.

Retail & Office

Two grocery stores, a Ralph's Supermarket, located between Baltic and Caspian Avenues, and La Lupita, a Hispanic-oriented store on Santa Fe Avenue, anchor this center. The Ralph's is an older facility and is smaller than the typical grocery store today.

Three of the four prime sites at the intersection of Willow Street and Santa Fe Avenue have auto-oriented uses such as a gas station or fast food restaurant. The fourth corner, formerly a gas station, is currently vacant.

There are several auto-related uses such as gas stations, car wash, auto repair and auto parts stores. The neighborhood-related uses include a laundromat, video rental store, salon, furniture store, art gallery, cleaners and a bakery, among others. There are a few small restaurants and fast food drive-thrus as well. The office uses include accountants' and dentists' offices.

While the majority of the buildings are nondescript in style with little architectural character, they are generally in fair condition. Façade and signage improvements are strongly needed.

Institutional

A neighborhood library, Bret Harte branch, is located on the corner of Adriatic Avenue and Willow Street. As mentioned earlier in Chapter 3: Area-wide Recommendations, this library is undersized and needs to be expanded.

There are three churches within the center: Willow Street Church of God between Caspian and Delta Avenues, Westside Christian Church at the southeast corner of Adriatic and Willow and Seventh Day Adventist Church on Santa Fe Avenue with an associated community center adjacent to it. The Willow Street Church of God also has an associated school. Activity at these churches is generally limited to Sundays.

Residential

Two multifamily structures in deteriorated condition are located in the block between Santa Fe Avenue and Adriatic Avenue on the south side of Willow Street. There is also an apartment complex to the north of the gas station on the northwest corner of Willow Street and Santa Fe Avenue.

The Neighborhood Center is surrounded by moderate-income single-family homes that were developed mostly in the post World War II era. These homes are primarily single-story ranch style structures with low-pitched roofs and are generally in fair to good condition.

Underutilized and Vacant Sites

There are two vacant sites within this neighborhood center, one on the northeast corner of Willow & Santa Fe and the other on the southeast corner of Willow Street and Caspian Avenue.

Some of the buildings are in very poor condition and the uses within are marginal. These properties provide opportunities for revitalization.

Circulation & Parking

Willow Street is a four-lane artery with a curbed median within this center. While the posted speed limit is 35mph, the observed speeds are higher. On-street parking is permitted during the day with limits during peak hours. The churches in the center have large off-street parking lots that are generally under-utilized during the week. The Ralph's and La Lupita Grocery Stores both provide off-street parking as well.

Urban Design:

Open Space & Streetscapes

There are no existing parks in this Neighborhood Center. Street trees along Willow Street and Santa Fe Avenue are sparse and primarily located within the medians. The north-south residential streets generally have mature street trees.

The lack of marked crosswalks and high speed of automobiles along both streets hampers pedestrian activity. The sidewalks along Willow Street range between eight and twelve feet in width. There are few street amenities such as trashcans and benches.

Neighborhood relationships

As mentioned earlier, the Neighborhood Center is surrounded by single-family homes that were developed mostly in the post World War II era. The interface between the arterial and residential uses varies along the corridor. In several of the blocks, an alley buffers the residential uses from the retail along the corridor. In some cases, the arterial uses abut directly with the homes creating a problem of privacy, security, noise and visual blight.

B. PROPOSED USES

Land Use

A major recommendation for this center is to expand the Ralph's Supermarket. KMA's analysis shows that this site could support an upgraded and larger grocery store of up to 30,000 SF in size. The vacant site directly to the east of the Ralph's would be a drugstore or bank.

The parcels directly to the east of the Bret Harte Neighborhood Library are currently under-utilized and in poor condition. The library would be expanded eastward with a mini-park on the northwest corner of Baltic Avenue and Willow Street. The expanded library would be a two-story structure and provide additional on-site parking for its patrons.

The existing retail slated to remain would be upgraded with façade rehabilitation and signage programs, and more viable retail would be attracted with tenant recruitment strategies. Some of the auto-related uses are inappropriate for the pedestrian-oriented emphasis desired for the area and hence would be zoned out allowing for mixed-use development on those parcels.

A critical block for revitalization is between Willow and 25th Street and Santa Fe and Adriatic Avenues. This block is anchored by La Lupita Supermarket at its southern end. The rest of the block currently has marginal uses. Pedestrian-oriented retail/office uses, as part of a mixed-use development would be expanded along both the Willow and Santa Fe street frontages. The scale of this development would be two-three stories with the massing closer to the street edge.

The residential uses along Adriatic are in very poor condition and create blight for the rest of the neighborhood. These uses would be replaced by multifamily uses that would interface appropriately with the rest of the neighborhood in terms of scale and density. The housing prototype recommended for this block is attached or detached townhouses with direct pedestrian access from the street, one or two stories in height, with the bulk of the building mass set back towards the alley. Parking access would be provided from the alley.

Circulation & Parking

Vehicle and pedestrian access and circulation, as well as parking are adequate to meet expected needs produced by the proposed land use plan. However, a pedestrian actuated traffic signal located on the west leg of Willow Street at Baltic Avenue is proposed. This protected crossing will provide a safe crossing of West Willow Street for neighborhood resident foot traffic going to and from the library on the north side of the street, and also to the expanded Ralph's on the south side of the street. An off-cycle shared parking approach with the churches should be explored.

Urban Design:

Open Space & Streetscapes

The street tree program would include the continuation and infill of trees along sidewalks, as well as planting of trees, shrubs, and groundcover within the medians. Planting would also be introduced by the addition of 10' to 20' landscape setbacks along the street frontage of Mixed-Use parcels. The expanded Library parcel would include a small pocket park along Baltic Avenue, scaled to accommodate informal play and a small playground. Both new and existing parking lots should receive increased landscape planting, including the introduction of shade trees. Furniture clusters would include a bench and trash receptacle, and occur at the end of blocks, increasing pedestrian amenity at intersections.

Neighborhood relationships

As mentioned earlier, the buffers between the retail and residential varies. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would shield the residence from noise, provide privacy, and also be visually appealing.

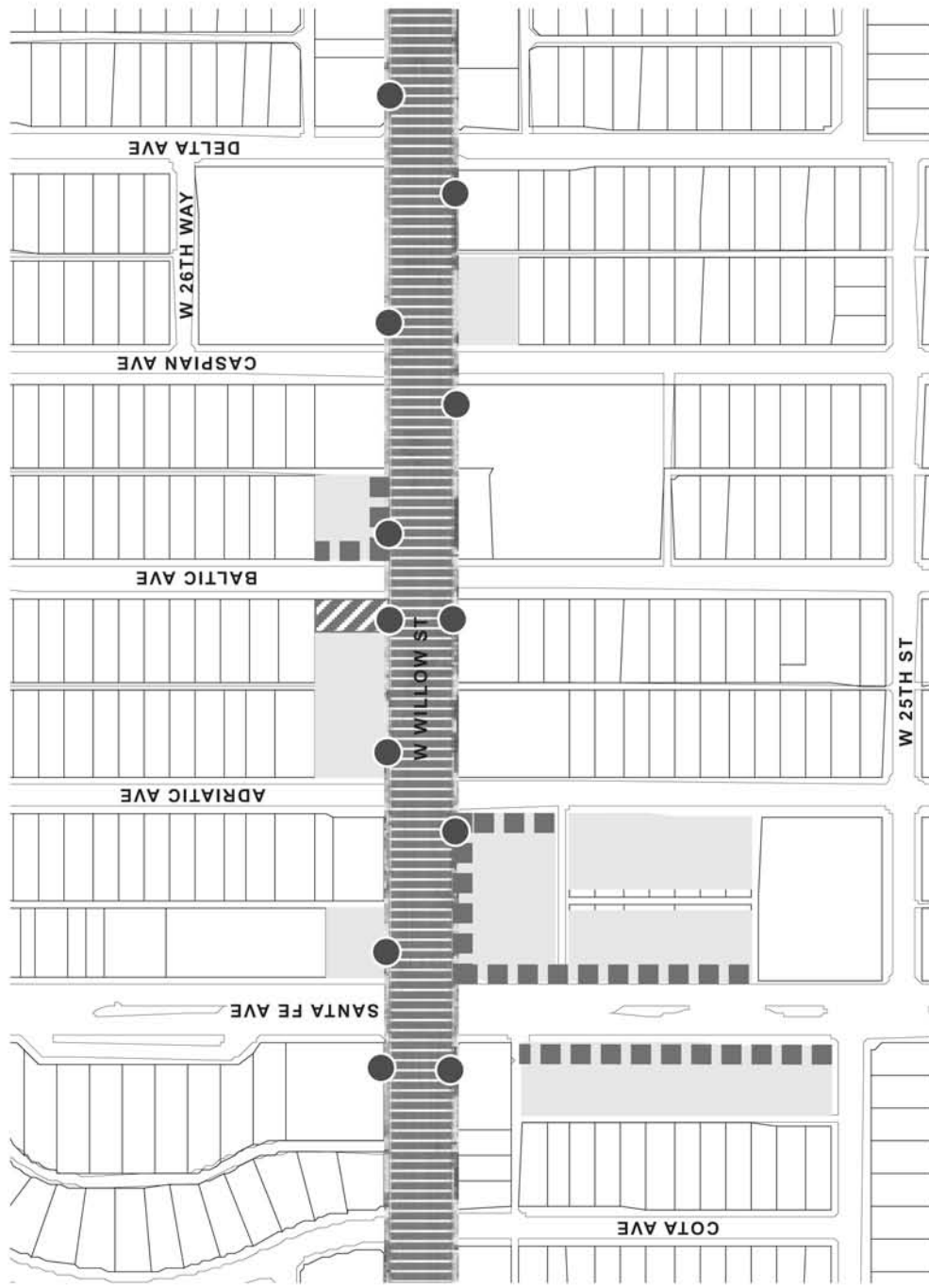





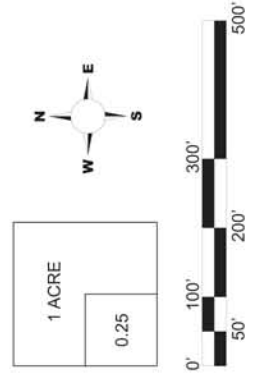


Figure 4-1C
Willow/Santa Fe Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN

-  Street Tree Program
-  Proposed Park
-  Landscape Setback
-  Furniture Cluster
-  Proposed New/Upgraded Development



4.3 PACIFIC AVENUE NEIGHBORHOOD CENTER

A. EXISTING CONDITIONS

The Pacific Avenue Neighborhood Center is located on Pacific Avenue between PCH and Hill Street. This center is located at the border of the South Wrigley and Southeast Wrigley neighborhoods.

Land Use

The existing land uses within this Neighborhood Center are generally neighborhood-oriented retail and office uses, religious uses, and mixed-use projects with multifamily housing.

Retail & Office

A grocery store, Northgate Gonzalez Supermarket, is located at the northeast corner of Pacific and 21st Street. This store appears to have been a renovation of an older grocery store. The building presents a large, blank façade to Pacific and does not fit well into its context.

Pacific Avenue has several older mixed-use buildings, generally two story in height, some historic from the 1920's and 1930's, with retail at the street level and residential above and behind the retail. While the original architecture is still intact, building upgrades, façade and signage improvements are strongly needed.

While a majority of the other retail and office uses are neighborhood-oriented, there are several auto-related uses such as gas stations, auto repair and auto parts stores in this center. The neighborhood-related uses include a video rental store, barber shops and salons, furniture stores, cleaners and bakeries, among others. There are several restaurants, bars and fast food drive-thrus as well. The office uses include accountants' and dentists' offices. A couple of motels and storefront churches can be found within this center.

A busy US Post Office is located on the east side of the street in the block north of PCH. In the same block, a daycare center is also center of activity.

Residential

The multifamily residential uses along Pacific Avenue are generally in mixed-use structures although a couple of single-family homes can also be found on the street. These residential uses are in fair condition and need to be upgraded.

Pacific Avenue forms the edge between South Wrigley and Southeast Wrigley neighborhoods. South Wrigley, to the west of Pacific Avenue, is an older residential neighborhood that was primarily developed with one-story single-family homes. Most homes are in relatively good condition.

Southeast Wrigley, located to the east of Pacific Avenue, was developed with two-storied apartment buildings when the rest of the Wrigley Community was built up with spacious single-family homes. Maintenance has been kept to a bare minimum, causing further dilapidation. In addition, a severe lack of off-street parking means that residents are forced to park in the street, further increasing congestion problems.

Underutilized and Vacant Sites

There are several major vacant sites within this neighborhood center – on the northwest corner of PCH & Pacific Avenue, on the northwest corner of 19th Street & Pacific and the northeast corner of 20th Street and Pacific Avenue. A few underutilized buildings can also be found scattered in the center and provide opportunities for revitalization.

Circulation & Parking

Pacific Avenue is a four-lane artery with a curbed landscaped median within this center. While the posted speed limit is 30mph, the observed speeds are higher. On-street parking is permitted during the day with limits during peak hours. While the grocery store provides off-street parking, most of the retail uses do not have adequate parking. The residential uses provide parking accessed from the alley.

Urban Design:

Open Space & Streetscapes

There are no public parks in this Neighborhood Center. This street has a landscaped median and a recently implemented streetscape program included mature palm trees along the sidewalks. The median with low plantings is in fair condition.

The sidewalks along Pacific Avenue range between ten and fifteen feet in width. The Wrigley Business Improvement Association has recently installed trashcans along the street. The high speed of automobiles and the lack of marked crosswalks hampers pedestrian activity.

Neighborhood relationships

As mentioned earlier, the Neighborhood Center is surrounded by single- and multifamily homes. In general, an alley buffers the residential uses from the retail along the corridor. In rare cases, the retail uses, such as the grocery store, abut directly with the homes creating problems of privacy, security, noise and visual blight.

B. PROPOSED USES

Land Use

The long-term goal is to focus the uses in this Center, between 20th Street and Hill Street, to neighborhood-related and pedestrian-oriented uses that form a synergy with existing residential uses and open space. Restaurants and outdoor dining would be encouraged in this section. A major recommendation is the creation of a neighborhood park in the two blocks between 20th and 21st Streets, just south of the grocery store, vacating Willard Street. An alternate land use for these parcels is upgraded mixed-use development.

The corners of Pacific and PCH are appropriate sites for auto-oriented retail uses. A critical available site for revitalization is at the northwest corner of PCH and Pacific. In combination with the parcel to the west across the alley, a drugstore or restaurant would be a good addition to both PCH and Pacific.

The area between these arterial-oriented retail uses and 21st Street is proposed to allow mixed-use development, which may have residential uses as a primary component. Pedestrian-oriented retail/office uses and residential uses, as a part of a mixed-use development would be sited on the northwest corner of the 19th Street and Pacific as a key development opportunity. The scale of this development would be two-three stories with the massing closer to the street edge.

The existing retail slated to remain would be upgraded with façade rehabilitation and signage programs, and more viable retail would be attracted with tenant recruitment strategies. Some of the auto-related uses are inappropriate for the pedestrian-oriented emphasis desired for the area and hence would be zoned out allowing for mixed-use development on those parcels.

Circulation & Parking

Changes to both vehicle and pedestrian access and circulation, as well as parking, are proposed. Pacific Avenue presently provides two travel lanes in each direction, plus parallel parking along the curb. In support of the proposed land use plan, it is proposed to reconfigure Pacific Avenue to provide one travel lane in each direction, plus diagonal parking. This will increase the number of parking spaces at the curb. While mid-block traffic capacity will be affected, existing capacity at Pacific Coast Highway (PCH) can be maintained. To provide for a safe neighborhood pedestrian traffic crossing to and from the existing Post Office located mid-block on the east side of Pacific Avenue, a pedestrian actuated traffic signal on the north leg of Pacific Avenue at 19th Street is proposed.

Urban Design:

Open Space & Streetscapes







The street tree program is currently well developed, although infill of the palm and canopy trees along the sidewalks is encouraged. There is ample space along the sidewalks for outdoor dining, in association with the proposed restaurant and food oriented retail. There is a proposed park site located between 20th Street and 21st Street, which would allow for development of playground and picnic areas. Another smaller pocket park is proposed adjacent to the existing Childcare Center just north of PCH. And, there is potential for an additional park site north of 19th street. And, once again, furniture clusters at street intersections should support the various neighborhood retail and park visitors.

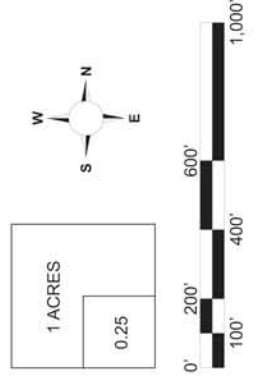
Neighborhood relationships

As mentioned earlier, the buffers between the retail and residential varies. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would both shield the residence from noise, provide privacy, as well as be visually appealing.



Figure 4-2C
Pacific Avenue Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN

-  Street Tree Program
-  Proposed Park
-  Proposed Park
-  Alternative Park Site Location
-  Furniture Cluster
-  Proposed New/Upgraded Development



4.4 PACIFIC COAST HIGHWAY NEIGHBORHOOD CENTER

A. EXISTING CONDITIONS

The Pacific Coast Highway/Martin Luther King Jr. Neighborhood Center is located on PCH between MLK Jr. Avenue and Alamitos/Orange Avenue.

Land Use

The Pacific Coast Campus of Long Beach City College (LBCC) anchors this center at the east and Polytechnic High School (Poly) at the west. A strip mall, several dilapidated and seedy motels, auto-related uses and several fast food restaurants occupy the four blocks between these two educational institutions. There are several vacant and/or under-utilized parcels, such as the former McDonald's site, along the corridor as well.

The parcels on the north side of PCH are about 200 feet deep while those on the south side are generally less than half that, ranging from 40 to 100 feet deep. This depth is a constraint in the development of modern retail uses.

Across from the LBCC campus, a 15,000 SF Sav-On drugstore is planned. This project incorporates on-site surface parking and a mini-park on the southeast corner of Orange Avenue and PCH.

Residential

The surrounding residential neighborhoods consist of very dense, primarily multifamily units (cracker boxes), overcrowded, subdivided single-family units and some single-family homes. These neighborhoods are highly deteriorated and have a mix of architecture styles. There are a few older well-kept homes but these are rare.

Circulation & Parking

PCH is a six-lane major commercial corridor artery with a painted median within this center. While the posted speed limit is 35 mph, the observed speeds are higher. On-street parking is permitted during the day with limits during peak hours. Most of the retail uses provide off-street parking.

Orange and Alamitos Avenues have been recently reoriented south of PCH to square off the Sav-On site mentioned earlier. Alamitos now turns into Orange across PCH.

Urban Design

Open Space & Streetscapes

An 8.2 acre community park, Martin Luther King, Jr. Park and Community Center is located one block to the north of PCH at Orange Avenue. While the LBCC campus is well landscaped, there are no street trees along PCH. Street trees along the neighborhood streets are also sporadic. The sidewalks along PCH are fairly narrow with almost no amenities such as trashcans or benches.

Neighborhood relationships

On the north side of PCH, the interface between the residential and corridor uses is highly problematic. There is no buffer between these uses, streets simply dead-end into the backs of motels or shopping centers. In one instance, the street leads directly into an auto-repair yard. On the south side of PCH, residential structures directly abut the retail/office uses without any buffers.

B. PROPOSED

While the PCH/MLK Neighborhood Center is one of the proposed Neighborhood Centers, the type of retail should have take advantage of both the high-volume of traffic and the proximity of two large educational institutions. It is envisioned that the PCH Center have a campus-oriented retail focus with uses such as office supply stores, reprographics stores, coffee shops and book stores.

Land Use

This plan encourages parcel consolidation along PCH to allow for larger retail development. On the south side of PCH, that would include increasing the depth of the retail parcels fronting PCH to 200 feet by incorporating some of the existing residential uses and vacating Lemon Street. A proposed new street between Lewis and Cerritos Streets would provide an appropriate buffer between the new retail and residential uses. On the north side of the street, a new street would similarly reconnect Lewis Avenue with Lemon Avenue. The types of campus-oriented retail uses that would be desirable in this center include office supply stores, reprographics stores, coffee shops and bookstores.

The existing retail between the Poly campus and PCH over the long term would become a part of that campus, providing critically needed additional space for the existing school. As an alternative, the rehabilitation of the existing retail is recommended.

The existing retail slated to remain would be upgraded with façade rehabilitation and signage programs, and the recruitment of more viable and appropriate retail. While auto parts sales are an appropriate use for this high-traffic corridor, auto-repair would be relocated elsewhere in the city as the proximity of residential uses makes auto-repair an unsuitable use.

MLK Jr. Community Park would be expanded, with the vacation of 19th Street between Lemon and Orange Avenues, to a new street (extension of the previously discussed street) between Lemon and Orange Avenues. The designated alternative land use for this block is well designed high-quality multifamily housing.

There would be a long-term conversion of the residential area between 17th and 19th Streets behind the retail on PCH to well-designed high-quality multifamily housing.

Circulation & Parking

Neighborhood vehicle and pedestrian traffic access and circulation, is affected by the four streets (Linsley Court, Lewis Avenue, Corinne Avenue, and Cerritos Avenue) on the north side of Pacific Coast Highway (PCH), which dead end at the rear of the retail-commercial properties fronting on PCH. To improve access and circulation on the north side of PCH, it is proposed to vacate the public right-of-way south of 19th Street on Linsley Court, Corinne Avenue, and Cerritos Avenue, leaving only Lewis Avenue. In conjunction with the street vacations, and to provide additional local circulation, it is also proposed to construct a new east-west street at rear of the commercial properties on PCH between Lewis Avenue and Orange Avenue.

Similarly, on the south side of PCH, it is proposed to vacate the public right-of-way on Lemon Avenue, approximately 100 feet south of PCH. In conjunction with the vacation of Lemon Avenue, and to provide additional local circulation, it is also proposed to construct a new east-west street at rear of the commercial properties on PCH between Lewis Avenue and Cerritos Avenue.

The new retail uses would provide on-site parking.

Urban Design:

Open Space & Streetscapes

Due to the narrow width of the sidewalks along the boulevard, street tree planting is not permitted. Instead, 10' to 20' landscape setbacks with trees and other plantings would be required along the street frontage of the proposed Retail parcels. Trees within these setbacks would also help create desirable shade along the street. In addition, a small pocket park is proposed at the southeast corner of Pacific Coast Highway and Orange Avenue in conjunction with the proposed Sav-On project, introducing "green" along the highway.

An additional two acres of open space would be provided south of Martin Luther King Jr. Park for development of athletic fields, playgrounds, and picnic areas. Furniture clusters would be located throughout the boulevard, supporting the increased retail parcels and the City College students and staff. It is also possible to make use of the athletic fields available at the school sites within the area, and potentially form partnerships between the City and School to address maintenance.

The proposed new streets would be tree-lined and provide a suitable buffer for the adjacent residential neighborhoods.

Neighborhood Relationships

With the proposed new streets behind the retail frontage, the relationship of the retail with the residential uses would be greatly improved. The new tree-lined streets would provide an appropriate buffer between the uses.

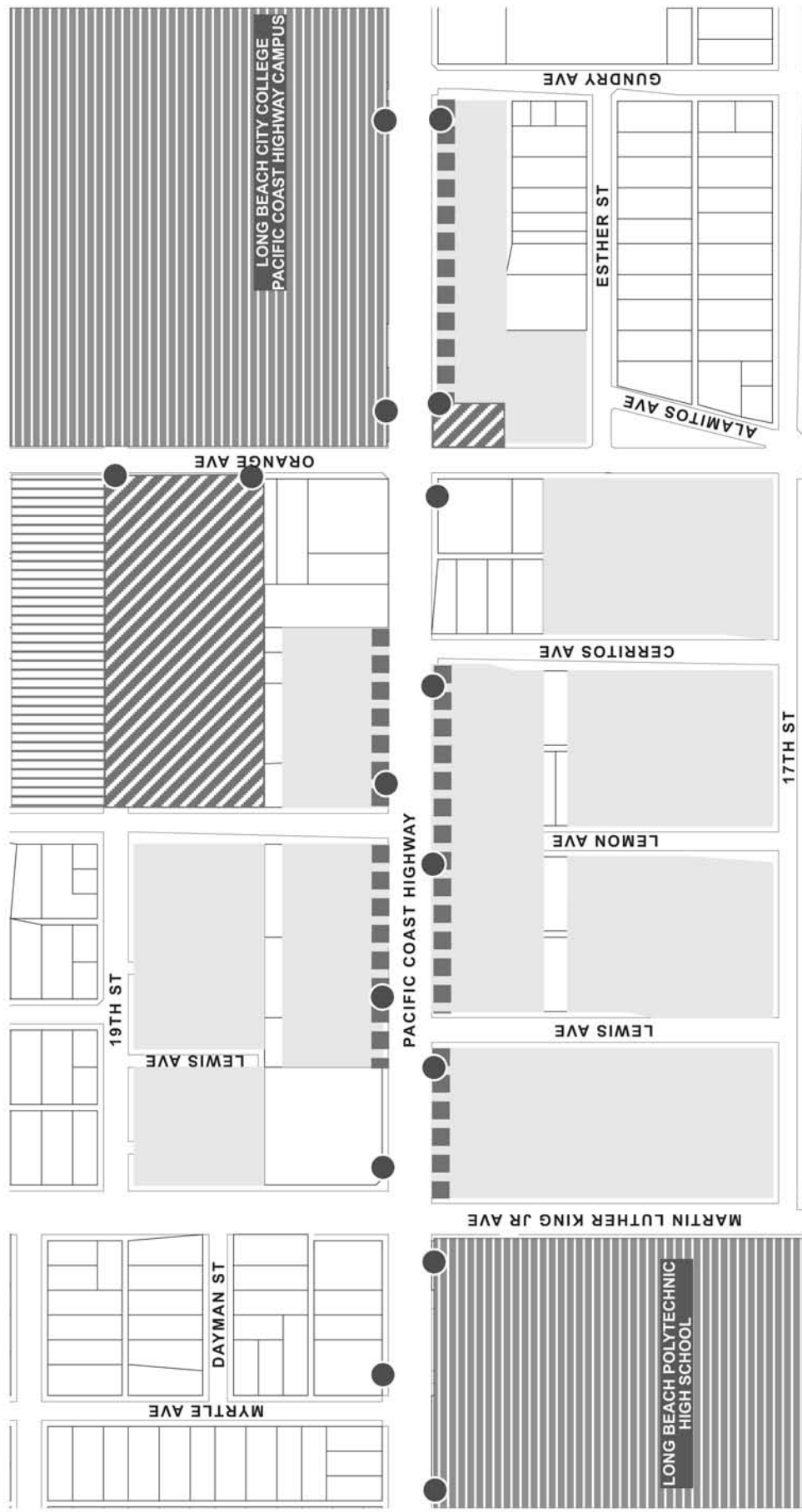






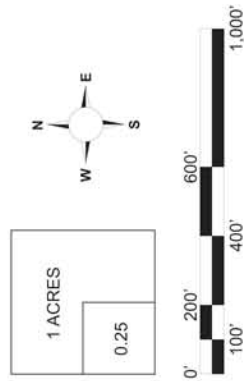


Figure 4-3C
Pacific Coast Highway Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN

-  Existing Park
-  Proposed Park
-  Landscape Setback
-  School Site
-  Furniture Cluster
-  Proposed New/Upgraded Development



4.5 WEST ANAHEIM STREET NEIGHBORHOOD CENTER

A. EXISTING CONDITIONS

The West Anaheim/Cedar Neighborhood Center is located on West Anaheim Street between Magnolia Avenue and Pine Avenue.

Land Use

The existing land uses within this Neighborhood Center are generally neighborhood-oriented retail and office uses, institutional uses, and single- and multifamily housing.

Retail & Office

The majority of retail uses along West Anaheim are neighborhood serving (restaurants, laundry, bakeries, etc.) with local office uses (accountants, dentists, doctors, etc.). There are a few small restaurants and fast food drive-thrus as well. There are no grocery stores within this center.

There are several historic buildings from the early 1900's along this stretch of West Anaheim. These buildings, generally two story in height, have retail on the lower floors and residential uses above. While the original architecture is still intact, building upgrades, façade and signage improvements are strongly needed. Most of the other uses are located within L-shaped strip centers where the buildings are nondescript in style with little architectural character and are generally in fair condition. Façade and signage improvements would help improve the corridor's appearance.

A medical center is located just north of the corridor at the corner of 14th Street and Chestnut Avenue. Another medical facility is located on the southeast corner of Pacific and Anaheim. In addition, a rescue mission is located adjacent to the 14th Street Park and Pacific Avenue.

A gas station is located on the corner of Magnolia and Anaheim. The area west of Magnolia marks the beginning of the Magnolia Industrial District, which extends to Santa Fe across the river to the east and from PCH to Anaheim. The Industrial District also extends to include a triangular area south of Anaheim Street. Industrial uses are well separated from the residential by changes in topography.

Residential

Several multifamily structures in poor condition are located on the south side of Anaheim Street. As mentioned earlier, some of the historic buildings also have residential uses in the upper floors.

The area north of Anaheim falls within the Washington School neighborhood. This area is characterized by dense multifamily (rental) residential uses. Substandard alleys and lot widths present problems, as does poor housing maintenance and many heavily deteriorated structures.

A mix of apartments and single-family homes characterizes the area south of Anaheim. While some of these homes are historic and have been restored, most of the homes are in deteriorated condition. The apartment buildings are dilapidated and overcrowded.

Underutilized and Vacant Sites

There are two vacant sites within this neighborhood center, one vacant lot on the northwest corner of Chestnut and Anaheim and the other vacant multistory structure (previously Employment Development Division offices) and associated parking lot on the northwest corner of Pacific and Anaheim.

A vacant historic building on north Anaheim Street in the block between Magnolia and Chestnut is being restored to house a community center.

Circulation & Parking

West Anaheim, between Magnolia and Pine Avenues is a four-lane artery with a painted median with a posted speed limit of 30 mph. Anaheim Street is a major east-west artery providing access to I-710 freeway as well as the rest of South Bay. On-street parking is permitted during the day with limits during peak hours. Most of the retail uses do not provide adequate off-street parking.

Urban Design:

Open Space & Streetscapes

The 14th Street Park is located in the former trolley right-of-way just north of Anaheim Street. This park has a playground for children as well as a skateboard park. Mature trees provide shade for the park visitors. This park has become a haven for the homeless and vagrants, making it unsafe for the neighborhood to use. Complaints of drugs, crime, and prostitution have resulted in an almost constant police presence at the park.

Anaheim Street sidewalks are too narrow to accommodate street trees and there are hardly any street amenities such as trashcans and benches.

Neighborhood relationships

As mentioned earlier, the Neighborhood Center is surrounded by single- and multifamily homes. The interface between the arterial and residential uses varies along the corridor. In several of the blocks, an alley buffers the residential uses from the retail along the corridor. In some cases, the arterial uses abut directly with the homes creating a problem of privacy, security, noise and visual blight.

B. PROPOSED USES

Land Use

The existing historic buildings and the retail within would be upgraded with façade rehabilitation and signage programs and more viable retail attracted with tenant recruitment strategies. Some of the auto-related uses are inappropriate for the pedestrian-oriented emphasis desired for the area and hence would be zoned out allowing for mixed-use development on those parcels.

There are two distinct alternatives for the several blocks bound by Chestnut Avenue, 14th Street, Locust Avenue and Anaheim Street:

- One alternative is based on a proposal for an expansion of 14th Street Park from the Department of Parks, Recreation and Marine. This proposal calls for these four blocks be acquired and developed as a park. Pine and Cedar Avenues would be vacated between 14th Street and Anaheim Street. In addition, the proposal calls for a new park on the vacant parcel directly north of the Medical Center and the creation of linkage from these new parks to the Los Angeles River along the abandoned trolley line r-o-w.
- The second alternative proposes a mix of retail, residential and mixed-use projects for this area. Anaheim, Chestnut, 14th Street and Cedar Avenues surround a critical block for revitalization, which has deteriorated retail and multifamily residential uses. This block would be redeveloped with new mixed-use development that fronts the park, new and upgraded retail along Anaheim.

The block directly to the east would also have a mix of new multifamily development, new and upgraded retail. The block between Pacific and Pine would provide a prime site for a mixed-use development that could include retail, office and residential uses. The scale of this development would be two-three stories with the massing closer to the street edge.

Circulation & Parking

No vehicle and pedestrian access and circulation changes are proposed based on retail and mixed-use land use as the predominant land use on the north side of West Anaheim Street. However, as an alternative land use plan, it is proposed to change the retail and mixed-use land uses on the north side of West Anaheim Street to park use, in the block between Chestnut Avenue and Cedar Avenue, and in the block between Pacific Avenue and Pine Avenue. In conjunction with the alternative park land use, it is also proposed to close the local street that would separate the existing landscaped green belt from the proposed park use.

Urban Design:

Open Space & Streetscapes

Street trees would be introduced along sidewalks, but require tree grates due to the narrow sidewalk width. Tree species would need to be small and/or upright species to accommodate the limited space. Planting would also be introduced within 10' to 20' landscape setbacks along the street frontage of Mixed-Use parcels. There are two areas identified as potential park site locations. Both locations would give the street an increased landscape presence, as well as provide playground, picnic, and athletic opportunities. It is proposed that development of the eastern parcel, which requires the closure of Pine Avenue, occur first. In addition, extension of the linear park would provide pedestrian linkage to the LA River. Both new and existing parking lots should receive increased landscape planting as well, including the introduction of shade trees. And, once again, furniture clusters at street intersections should support the various neighborhood retail and park visitors.

Neighborhood relationships

As mentioned earlier, the buffers between the retail and residential varies. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would both shield the residence from noise and provide privacy, but also be visually appealing.

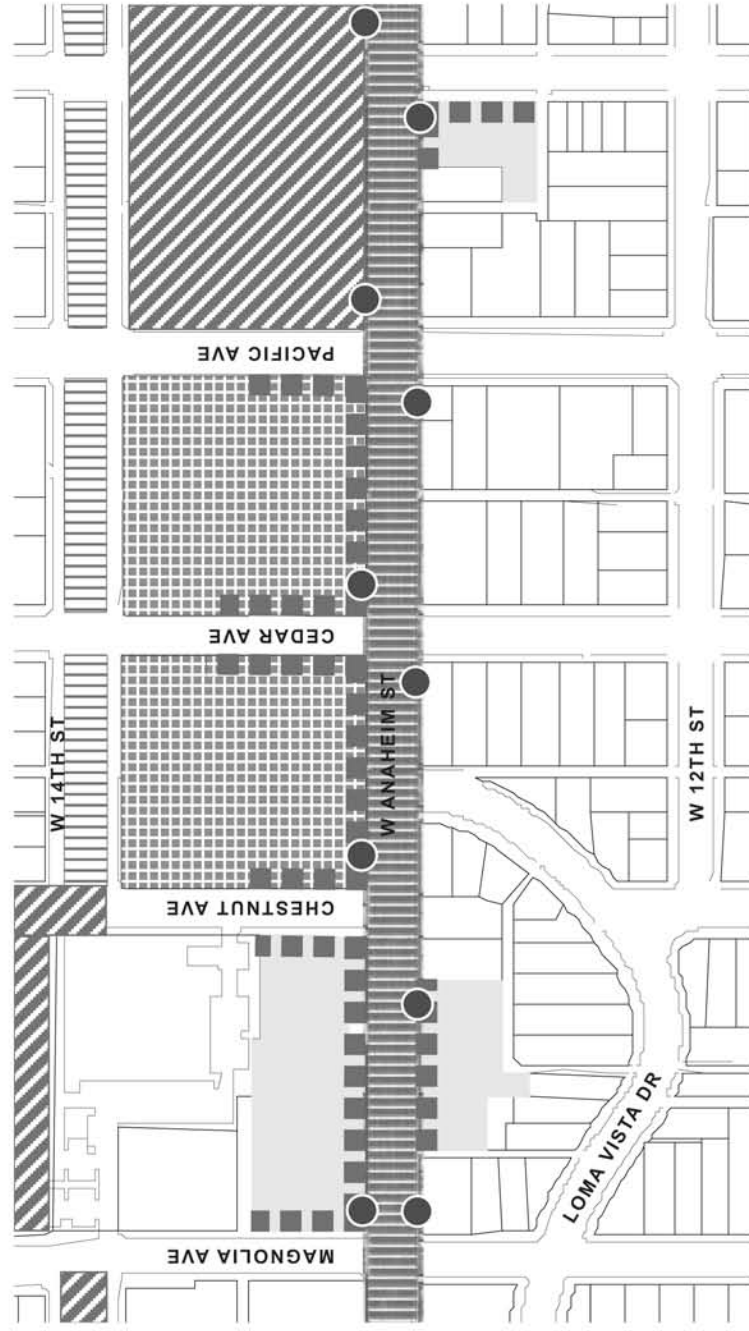
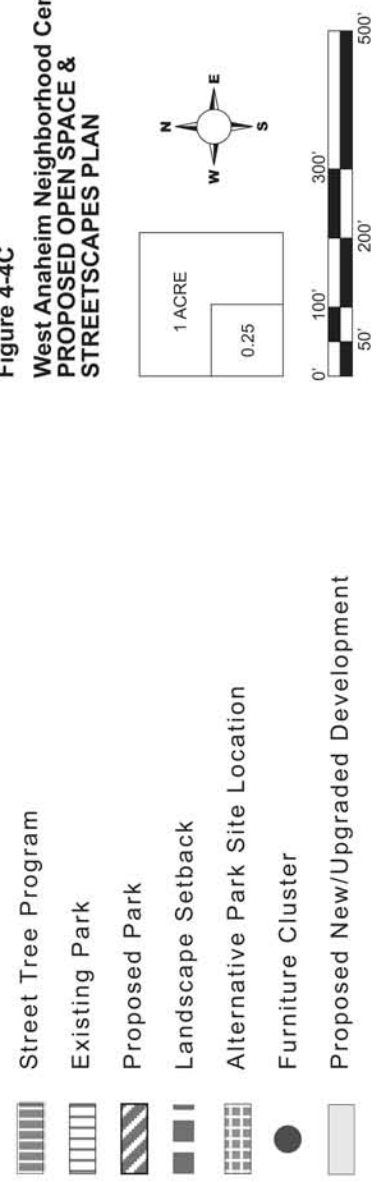


Figure 4-4C
West Anaheim Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN



4.6 EAST ANAHEIM STREET NEIGHBORHOOD CENTER

A. EXISTING CONDITIONS

The East Anaheim/Cedar Neighborhood Center is located on East Anaheim Street between Alamitos Avenue and Gaviota Avenue. This ethnically diverse section of East Anaheim with an Asian and Hispanic population is also the hub of one of the largest concentrations of the Cambodian community in Southern California.

Land Use

The existing land uses within this Neighborhood Center are generally ethnic-oriented retail and office uses, institutional uses, and single- and multifamily housing.

Retail & Office

The majority of retail uses along this stretch of East Anaheim are neighborhood serving uses located within recently built L-shaped shopping centers. These centers include restaurants, jewelry stores, cleaners, and ethnic supermarkets. The three major centers are the Thai Binh Plaza, An Dong Market, and the two-story Meekong Center.

Several freestanding fast food restaurants are present within this center. There are also several historic buildings from the 1920 -1940's along this stretch of East Anaheim. These buildings, generally two stories in height, have retail on the lower floors and residential uses above. While the original architecture is generally intact, building upgrades, façade and signage improvements are strongly needed. Façade and signage improvements would help improve the corridor's appearance. Office uses in the area include accountants, realtors, dental and medical offices.

There are several inappropriate uses within this center. These include auto-repair and supply stores, storage facilities, and industrial uses.

Lincoln Elementary School is located behind retail uses south of Anaheim between Alamitos and Orange Avenues. A block away, on the north side of Anaheim, MacArthur Park, a neighborhood park with playlots, picnic areas, and tennis courts is located. The park is also the location for the Mark Twain Neighborhood Library, which is undersized for its needs. The library is planned to be relocated to the block across Gundry Avenue and rebuilt as a larger, state-of-the-art facility.

A 3-acre Salvation Army Distribution facility is located on the north side of the street behind the An Dong Market, taking up the rest of that block.

Residential

While there are no residential buildings on Anaheim Street, some of the historic commercial buildings have residential uses in the upper floors.

Dense multifamily (rental) residential uses and single-family homes characterize the area on both sides of Anaheim. While some of these homes are historic and have been restored, most of the homes are in deteriorated condition. The apartment buildings are prematurely dilapidated and overcrowded.

Underutilized and Vacant Sites

There are two vacant sites within this neighborhood center on the northwest and northeast corners of Peterson and Anaheim. The northwest corner of Peterson and Anaheim has been earmarked for the library relocation mentioned earlier.

Circulation & Parking

East Anaheim, between Alamitos and Gaviota Avenues is a four-lane artery with a painted median with a posted speed limit of 30 mph. Anaheim Street is a major east-west artery providing access to I-710 freeway as well as the rest of South Bay. On-street parking is permitted during the day with limits during peak hours. Most of the retail uses within the new retail centers provide adequate off-street parking although the parking supply to serve the older streetfront retail uses is inadequate.

Urban Design:

Open Space & Streetscapes

Due to the narrow width of the sidewalks, there are no street trees along Anaheim Street in this center. The park frontage provides a welcome respite. Street amenities such as trashcans and benches are generally lacking. Lincoln Elementary also has very little landscaping.

Neighborhood relationships

As mentioned earlier, the Neighborhood Center is surrounded by single- and multifamily homes. The interface between the arterial and residential uses varies along the corridor. In several of the blocks, an alley buffers the residential uses from the retail along the corridor. In some cases, the arterial uses abut directly with the homes creating a problem of privacy, security, noise and visual blight.

B. PROPOSED USES

Land Use

The existing historic buildings and the retail within would be upgraded with façade rehabilitation and signage programs, and more viable retail would be attracted with tenant recruitment strategies.

Some of the auto-related uses, storage and light industrial uses are inappropriate for the pedestrian-oriented emphasis desired for the area and hence would be zoned out allowing for mixed-use development on those parcels.

As mentioned in the earlier section, Mark Twain Library is proposed to be relocated to the block adjacent to its current location where a new, larger facility will be built. MacArthur Park would be expanded to include the vacated site and this plan calls for the Gundry Avenue to be closed off so that the park is directly linked to the library without any vehicular conflicts.

The retail between Lincoln Elementary and Anaheim could either be upgraded as neighborhood serving retail or become a part of the school campus providing much-needed open space for the students and allow the school to create a presence along Anaheim Street.

Over the long term, the major land use changes are proposed for the currently inappropriate uses and vacant/underutilized parcels. These changes would include creating a mixed-use designation that permits retail, office and residential including senior housing along Anaheim. The scale of this type of development would be two-four stories with the higher massing closer to the street edge.

The plan would require for the surrounding residential uses to be upgraded over time. Some of the potential methods have been discussed in Chapter 3: Area-wide Recommendations.

Circulation & Parking

Vehicle and pedestrian traffic access and circulation, and parking are adequate to meet expected needs produced by the proposed land use plan. However, to reduce traffic around the existing MacArthur Park and the adjacent library on the north side of East Anaheim Street, it is proposed to close Gundry Avenue approximately 130 feet north of East Anaheim Street, and provide a turnaround via the existing park-library parking lot. To provide for a safe neighborhood pedestrian traffic crossing to and from MacArthur Park and the library, a pedestrian actuated traffic signal on the west leg of East Anaheim Street at Gundry Avenue is also proposed.

The curbing of the painted median will allow for the addition of much-needed greenery to the street. Also, new development will be required to provide adequate on-site parking for new uses.

Urban Design:

Open Space & Streetscapes

Sidewalk areas along the street are too narrow to introduce street trees. Therefore, landscape planting shall be introduced within the medians wherever possible, and include trees, shrubs, and groundcover. Expansion of the park along Gundry Avenue will also give the street an increased landscape presence. This expansion is made possible only by relocation of the Library. Once again, planting is introduced within 10' to 20' landscape setbacks along the street frontage of Mixed-Use parcels. During the expansion of Lincoln Elementary School, the school is encouraged to provide a greater landscape component, which is greatly lacking in its current condition. And, with the addition of neighborhood retail, as well as upgrades, furniture clusters should be provided at all street intersections.

Neighborhood relationships

As mentioned earlier, the buffers between the retail and residential varies. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would both shield the residence from noise and provide privacy, but also be visually appealing.

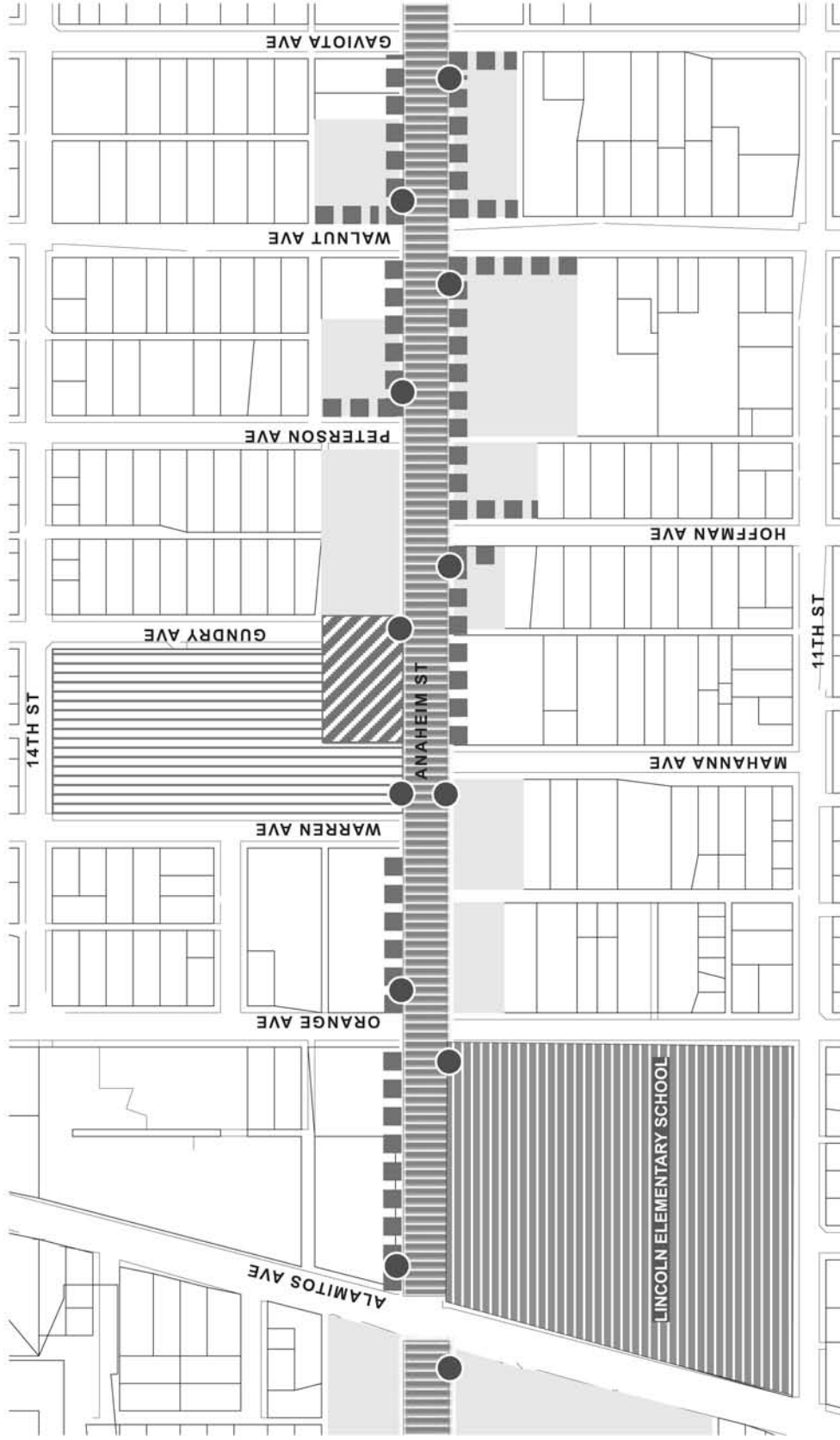
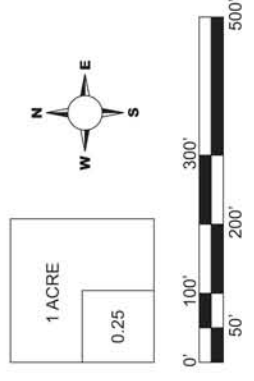


Figure 4-5C
East Anaheim Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN

- Median Landscape
- Existing Park
- Proposed Park Expansion
- Landscape Setback
- School Site
- Furniture Cluster
- Proposed New/Upgraded Development



4.7 EAST SEVENTH STREET NEIGHBORHOOD CENTER

The East Seventh/Orange Neighborhood Center is located on East Seventh Street between Alamitos Avenue and Walnut Avenue. This node is at the eastern edge of the East Village Arts District and to the west of the Eastside neighborhood. Seventh Street is a major gateway to Downtown from the east.

Land Use

Dense multifamily housing and some retail uses dominate the existing land uses within this Neighborhood Center.

Retail & Office

An older drugstore, Sav-On Express, with associated neighborhood stores such as a drycleaner, laundry and clothing store is located between Almond and Nebraska Avenues. This center is poorly designed and provides a blank face to Seventh Street. The stores within the center are also marginal.

There are also several historic buildings from the early 1900's along this stretch of East Seventh Street. These buildings, generally two stories in height, have retail on the lower floors and residential uses above. While the original architecture is generally intact, building upgrades, façade and signage improvements are strongly needed. Façade and signage improvements would help improve the corridor's appearance. Office uses in the area include accountants, realtors, dental and medical offices.

Other retail businesses located along this street include a car wash, several restaurants, boutiques, restaurants, beauty salons and liquor stores. The inappropriate uses within this center include a dilapidated motel, auto-repair and supply stores.

This neighborhood is also the location for the Museum of Latin American Art on Alamitos Avenue just south of Seventh Street. It is our understanding that one property owner controls the rest of this block and may have plans to develop the entire block. Franklin Middle School is located behind retail uses south of Seventh between Cerritos and Orange Avenues with a parking lot that fronts Seventh Street.

Residential

The majority of the Seventh Street frontage is dense multifamily apartments built in the middle of the last century. Most of these are in poor condition and should be upgraded. This part of Seventh Street is zoned for high density residential. There is a recently built medium density multifamily project that is set back from the street allowing for landscaping that provides a buffer from the street.

There are several historic residential districts located around this center. The Craftsman District is generally bound by the alley between 9th & 10th Streets, Walnut Avenue, alley between Hellman and Seventh Street, and a parcel depth west of Orange Avenue. Within this district, Toledo Walk is a charming pedestrian street between Hellman and Seventh Street with cottages opening on to it. Brenner Place is a courtyard with historic homes accessible off of Alamitos Avenue.

While 8th and 9th Streets are primarily single-family residential, Hellman, Orange, and Cerritos Avenue have a mix of apartments and single-family homes. South of Seventh Street is generally a mix of dense multifamily (rental) residential uses and single-family homes. While some of these homes are historic and have been restored, most of the homes are in poor condition. The apartment buildings are prematurely dilapidated and overcrowded.

Underutilized and Vacant Sites

There are no vacant parcels in this center although several structures are vacant and/or underutilized including a motel between Alamitos and Cerritos.

Circulation & Parking

East Seventh Street, between Alamitos and Walnut Avenues is a four-lane artery with a painted median and a posted speed limit of 35 mph. Seventh Street is a major gateway to Downtown from the east. And is also a major east-west travel artery providing access to I-710 freeway as well as the rest of South Bay. On-street parking is permitted during the day with limits during peak hours. While the drugstore provides off-street parking, most of the retail uses do not have adequate parking. The residential uses provide parking accessed from either the street or the alley.

Urban Design:

Open Space & Streetscapes

Due to the narrow width of the sidewalks, there are hardly any street trees along Seventh Street in this center. Street amenities such as trashcans and benches are generally lacking. This area has an extreme shortage of open space.

Neighborhood relationships

As mentioned earlier, the Neighborhood Center is surrounded by single- and multifamily homes. Since most of the uses along the arterial are also residential, the interface issues with the neighborhood relate more to scale than to use conflicts. In several of the blocks, an alley buffers the single-family residential uses from the high-density residential along the corridor. In some cases, the arterial uses abut directly with the homes creating a problem of privacy, security, noise and visual blight.

B. PROPOSED

Land Use

The goal of the Framework Plan is to focus the uses in this Center to neighborhood-related pedestrian-oriented uses and high-quality multifamily uses and open space that form a synergy with institutional uses and open space.

The neighborhood commercial focus would be focused on the Sav-On site. This site should be fully rehabilitated with a grocery store and supporting viable retail. The site should be expanded to incorporate the residential structures located on Almond and north of Sixth Street immediately adjacent to the existing structure. The new project should be oriented towards the street with a landscaped setback, street entrances, and display windows.

The corner sites at Alamitos and Orange should be maintained as retail sites and upgraded with façade rehabilitation and signage programs and more viable retail uses attracted with tenant recruitment strategies. Some of the auto-related uses are inappropriate for the pedestrian-oriented emphasis desired for the area and hence would be zoned out.

The retail between Franklin Middle School and Seventh Street could either be upgraded or become a part of the school campus providing much-needed open space for the students and allow the school to create a presence along Seventh Street.

As mentioned earlier, this neighborhood is also the location for the Museum of Latin American Art on Alamitos Avenue just south of Seventh Street. It is our understanding that one property owner controls this rest of this block and may have plans to develop the entire block. Two other alternatives are proposed for this site as well. One option is to upgrade the existing multifamily housing over time. A second option proposed is a neighborhood park between the Museum and Cerritos Avenue behind upgraded multifamily housing. This park would serve the surrounding neighborhood, could be a joint use facility with Franklin Middle School and be a place for cultural activities related to the Museum and East Village Arts District.

The multifamily structures on the both sides of Seventh Street between Alamitos and Walnut should be upgraded over time to high-quality housing that is compatible with both the surrounding neighborhoods and the busy street. This can be achieved by a change in zoning that requires larger minimum parcel size, setbacks, and stronger design and development standards. The scale of this type of development would be two-four stories with the massing closer to the street edge.

The residential area to the north of Seventh Street must be maintained as a single-family neighborhood. Multi-family structures along Hellman Street would be converted back to single-family homes that are compatible with the rest of the district. Toledo Walk, a pedestrian residential street between Hellman and Seventh Street, would be connected to Seventh Street by the creation of a plaza. The plan would require for the residential uses to the south of Seventh Street to be upgraded over time. Some of the techniques have been discussed in the Area-wide Residential Strategy section.

Several sites have been identified for mixed-use development that would accommodate retail and office uses as well as residential units. These sites are located close to the retail center to create a synergy with the other retail.

The Departments of Parks and the Craftsman District Homeowners Association have identified two other park sites, between Alamitos and Cerritos Avenues on the north side of Seventh Street and the block bound by Cerritos and Orange, Hellman and Seventh, respectively. These are discussed below.

The Craftsman District Neighborhood Association has proposed a hypothetical arts and entertainment facility, museum and associated retail in the north blocks between Alamitos and Orange Avenues. Adjacency to the East Village Arts District makes this a positive general location. The scale and size of this kind of facility is often fairly large and may not be compatible with adjacent uses such as the historic Brenner place homes in terms of mass and height. Any institutional use in this block would require appropriate development standards and design guidelines to assure access and scale compatibility with historic Brenner Place.

Circulation & Parking

No changes to neighborhood vehicle and pedestrian traffic access and circulation are proposed, since existing conditions are adequate to meet the expected needs produced by the proposed land use plan. New mixed-use development will be required to provide on-site parking. For the existing retail, a shared use agreement for parking within the Sav-On center should be developed.

Urban Design:

Open Space & Streetscapes

Due to the impracticality of street tree planting, the planting of trees would be introduced within 10' to 20' landscape setbacks along the street frontage of Mixed-Use and Multi Family Housing parcels. A park site is proposed along Cerritos Avenue, and at approximately two acres in size, would accommodate ample playground and picnic opportunities. There are two other park site locations considered. One sits west of Alamitos and the other sits between Cerritos and Orange. These locations offer flexibility for future planning. An additional feature, a small paved plaza, would be located at the end of Toledo Walk, and provides opportunities for dining and small outdoor events. The existing parking lot at Franklin Middle School should receive increased landscape planting, including the introduction of shade trees. And again, with the addition of neighborhood retail, as well as upgrades, furniture clusters should be provided at all street intersections.

Neighborhood relationships

As mentioned earlier, alleys generally provide the buffers between the arterial and residential uses. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would both shield the residence from noise and provide privacy, but also be visually appealing.

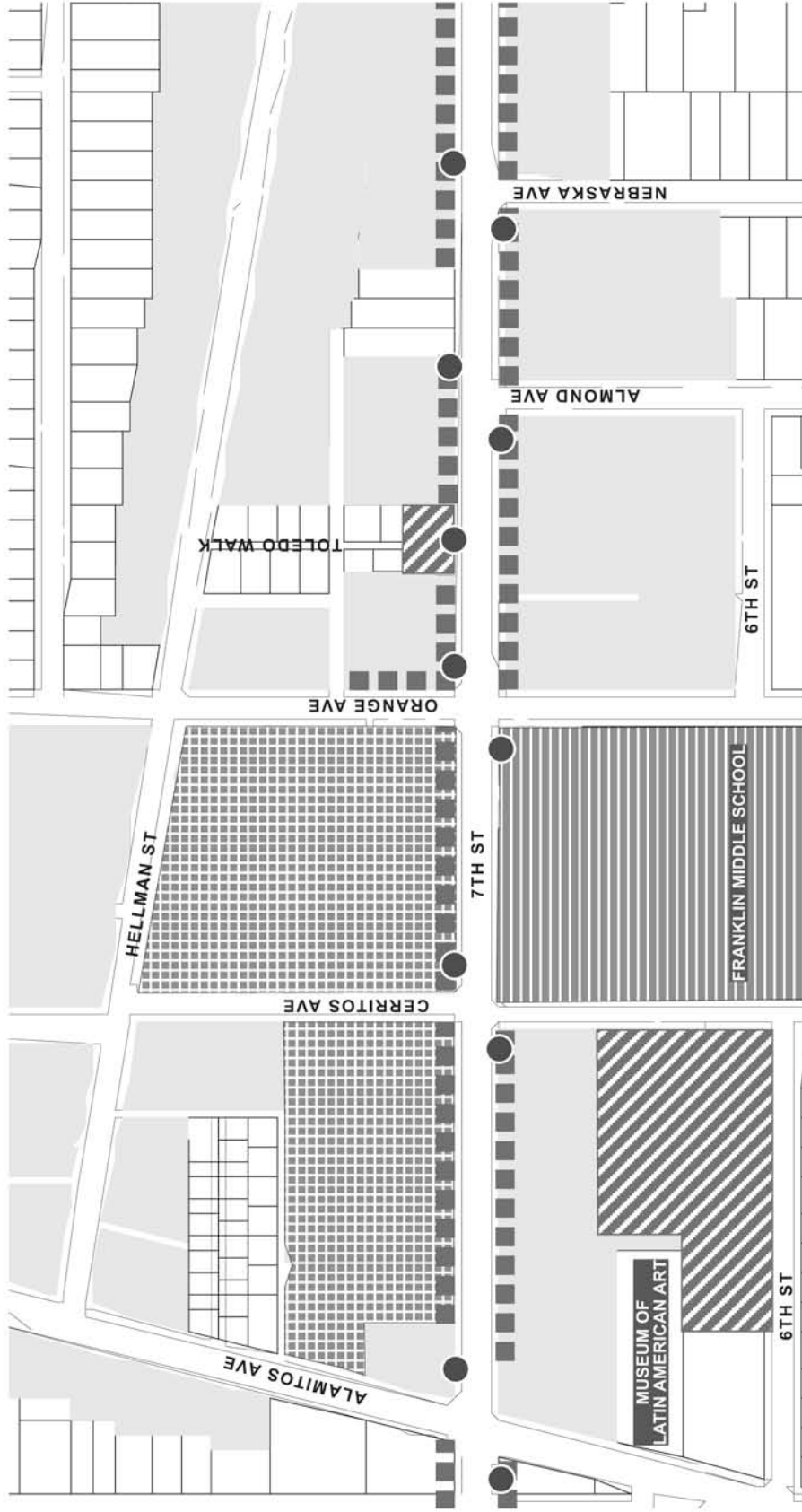
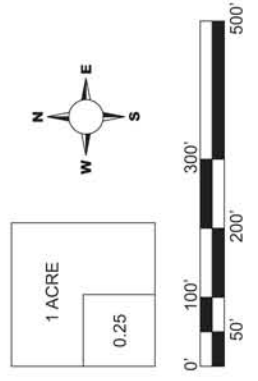








Figure 4-6C
East 7th Street Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN



-  Proposed Park
-  Landscape Setback
-  School Site
-  Alternative Park Site Location
-  Furniture Cluster
-  Proposed New/Upgraded Development

4.8 LONG BEACH BOULEVARD TRANSIT-ORIENTED DISTRICT

A. EXISTING CONDITIONS

The Long Beach Boulevard/20th Street Transit-oriented District is located on Long Beach Boulevard between Pacific Coast Highway and Gundry Avenue.

Land Use

Long Beach Boulevard is the route of the Blue Line Light Rail that links Downtown Long Beach with Los Angeles and is also one of the primary entry points to the City from the I-405 freeway. As such, Long Beach Boulevard is an important street that serves both as a transit and vehicular corridor.

The current predominant land use on Long Beach Boulevard is used-auto sales and auto-repair businesses. Most of these businesses are concentrated north of 21st Street with another small conglomeration closer to Pacific Coast Highway. A couple of bus storage lots along the corridor also contribute to its unappealing appearance. The condition of these businesses and the associated proliferation of signs create a less than attractive environment for this corridor.

A recently built grocery store, Top Valu, is located between 20th and 21st Streets on the east side of the street. This center also has several neighborhood-related retail businesses such as a Chinese restaurant and a drycleaner store.

There are some vacant buildings and parcels along the street. A critical parcel is sited across the Top Valu Store. A vacant parking structure is located on the west side of the street in the block between PCH and 20th Street.

Residential

There are a few single-family homes, one adjacent to the Top Valu, and a couple of apartment buildings along Long Beach Boulevard. The surrounding residential neighborhoods consist of very dense, primarily multifamily units (cracker boxes), overcrowded, subdivided single-family units and some single-family homes. These neighborhoods are somewhat deteriorated and have a mix of architecture styles.

Circulation & Parking

Long Beach Boulevard is a four-lane artery with a landscaped median where the Blue Line runs. While the posted speed limit is 30mph, the observed speeds are higher. On-street parking is permitted during the day with limits during peak hours. Most of the uses provide adequate on-site parking.

Urban Design

The Blue Line runs along a median within the Long Beach Boulevard right-of-way. This median forms a barrier between the neighborhoods on the two sides of the street.

Open Space & Streetscapes

The streetscapes along Long Beach Boulevard are well developed. The sidewalks and the median have plantings of palm trees and low-scale shrubbery.

There are no parks along the street or in the surrounding adjacent neighborhoods and the lack of open space in this area is of major concern.

Neighborhood relationships

Alleys generally form the interface between the retail frontage and the adjacent residential uses.

B. PROPOSED

As described in Chapter 3: Area-wide Recommendations, it is envisioned that Long Beach Boulevard have a Transit-oriented Development focus. Transit Oriented Developments (TOD's) are mixed-use, walkable communities developed around transit stops, usually within 1/4 mile. TOD's significantly reduce auto dependency and can help revitalize areas and offer a new model for managing growth. Another major recommendation for this center is to consolidate the auto-related uses to a four-block section and limit certain types of activities within this area.

Land Use

Transit-oriented uses are proposed around the Blue Line transit stop at PCH and transit-oriented development is proposed along the corridor from PCH to 20th Street. The auto-related uses would be concentrated to the area north of 21st Street between 21st Street and Gundry Avenue.

Top Valu Grocery Store should be maintained as the core of the neighborhood center with additional complementary neighborhood-related retail uses. A potential site for a drugstore is the site adjacent to the Top Valu store, currently occupied by a single-family residence and an auto-sales and repair business.

Auto-related uses would be concentrated north of 21st Street. Auto uses would be restricted to auto-sales only with no auto-repair/storage allowed. Bus storage and self-storage facilities from this area would be relocated elsewhere. Design standards and guidelines that regulate the signage for these businesses and appropriate setback and screening requirements will help create an attractive environment along Long Beach Boulevard.

The lack of open space is of major concern. A neighborhood park is proposed on the vacant site on the west side between 20th and Willard Streets. An ideal site for a Community Center is on the site north of the proposed park with the vacation of Willard Street. The alternate land use for these two blocks is transit-oriented development as defined above.

The Redevelopment Agency is currently working with a developer to build a 60-unit multifamily project in the block between Dayman and 19th Streets on the east side of Long Beach Boulevard. This development includes live-work units along the Long Beach Boulevard frontage. Appropriately, the buildings are taller along the street edge and gradually lower to two stories at the back of the site adjacent to the existing single-family residences.

The surrounding residential uses over the long-term should be upgraded to high-quality multifamily uses with design and development standards that require adequate setbacks and quality of construction.

Circulation & Parking

Vehicle and pedestrian traffic access and circulation, is affected by the MTA Blue Line Light Rail Transit running down the middle of Long Beach Boulevard. Parking is adequate to meet expected needs produced by the proposed land use plan. Since the Blue Line limits left-turn access to major intersections, and the proposed land use plan calls for transit oriented development south of 20th Street, the consolidation of the four blocks on the east side of Long Beach Boulevard south of 20th Street into three blocks is proposed. It is proposed to vacate the public right-of-way of Rhea Street for approximately 150 feet east of Long Beach Boulevard. To provide additional local circulation, it is also proposed to construct a new street on the east side of Long Beach Boulevard between 19th Street and 20th Street.

New projects will be required to provide on-site parking.

Urban Design:

Coordinate with the Police Department regarding enhanced security procedures.

Open Space & Streetscapes

Existing street tree planting includes Mexican Fan Palms along sidewalks and dense planting of trees, shrubs, and groundcovers within the medians. Planting would also be introduced by the addition of 10' to 20' landscape setbacks along the street frontage of Auto Sales parcels, which would be landscaped to screen the car lots behind. A proposed park site along the west side of the boulevard would be located between 20th Street and Willard Street. At approximately one acre, the park would support informal play, playground, and picnic areas. Parking lots should receive increased landscape planting, including the introduction of shade trees at Top Valu Market. Furniture clusters would be located at intersections and support the retail and auto related uses along the boulevard.

Neighborhood relationships

As mentioned earlier, alleys generally provide the buffers between the retail and residential uses. Where existing alleys have been encroached upon, their restoration will restore the buffer. In other cases where retail uses directly abut the residences, a wall with plantings should be provided by the retail, which would both shield the residence from noise and provide privacy, but also be visually appealing.



Figure 4-7C

Long Beach Boulevard Neighborhood Center
PROPOSED OPEN SPACE &
STREETSCAPES PLAN

- Street Tree Program
- Proposed Park
- Landscape Setback
- Furniture Cluster
- Proposed New/Upgraded Development

